

Intimations.

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LIMITED.

CHEMISTS

AND

AERATED WATER
MANUFACTURERS.DAKIN'S
LEMON
SQUASH.

THE FAVORITE

HOT WEATHER DRINK.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LD.

WINES AND SPIRITS.

We invite attention to the following Brands,
all of which are excellent quality and
good value for the money.The same being specially selected by our
London House, and bought direct from the
most noted Shippers, are imported in wood and bottled
by ourselves, thus enabling us to supply the best
growths at moderate prices.In ordering, it is only necessary to state the
name and quantity of Wine or Spirit wanted,
and initial letter for quality desired.

PORTS. (For Invalids and general use).

	Per doz.	Per Case.
A. Alto Douro, good quality		
Green Capsule	\$10.00	
B. Vintage, superior quality		
Red Capsule	12.10	
C. Fine Old Vintage, superior		
quality, Black Seal Cap-		
sule	14.25	
D. Very Fine Old Vintage, extra		
superior, Violet Capsule	18.50	
(Old Bottled)		
SHERRIES.		
A. Delicate Pale Dry, dinner		
wine, Green Capsule	6.00	
B. Superior Pale Dry, dinner		
wine, Green Seal Capsule	7.50	
C. Mansfield, Pale Natural		
Sherry, White Capsule	10.00	
D. Superior Old Dry, Pale		
Natural Sherry, Red Seal		
Capsule	10.10	
E. Very Superior Old Pale Dry,		
choice Old Wine, White		
Seal Capsule	12.10	
F. Extra Superior Old Pale Dry,		
very finest quality, Black		
Seal Capsule (Old Bot-		
tled)	14.25	
CLARETS.		
A. Superior Breakfast Claret,		
Red Capsule	4.50	
B. St. Estephe, Red Capsule	4.50	
C. St. Julien, Red Capsule	7.50	
D. La Rose, Red Capsule	11.20	
MADERIA, HOCK AND CHAMPAGNES.		
FULL PARTICULARS OF THE VARIOUS BRANDS		
IN STOCK ON APPLICATION.		
BRANDY.		
A. Hennessy's Old Pale, Red		
Capsule	\$13.20	
B. Superior Very Old Cognac,		
Red Capsule	15.40	
C. Very Old Liqueur Cognac,		
Red Capsule	20.75	
D. Hennessy's Finest Very Old		
Liqueur Cognac, 1875		
Vintage, Red Capsule	30.250	
SCOTCH WHISKY.		
A. Thorne's Blend, White Cap-		
sule	8.75	
B. Watson's Glenelg Mellow		
Blend, Blue Capsule with		
Name and Trade Mark	8.75	
C. Watson's Abouir-Glenelg,		
Red Capsule, with Name		
and Trade Mark	8.75	
D. Watson's H. K. D. Blend of		
the Finest Scotch Malt		
Whiskies, Violet Capsule	10.100	
E. Watson's Very Old Liqueur		
Scotch Whisky, Gold		
Capsule	12.125	
IRISH WHISKY.		
A. John Jameson's Old, Green		
Capsule	8.75	
B. John Jameson's Fine Old,		
Green Capsule	10.100	
C. John Jameson's Very Fine		
Old, Green Capsule	12.110	
D. Genuine Bourne Whisky, fine		
old, Red Capsule, with		
Name	10.100	
GIN.		
A. Fine Old Tom, White Cap-		
sule	4.50	
B. Fine Unweathered, White		
Capsule	4.50	
C. Fine A. V. H. Geneva		
5.25	0.50	
RUM.		
Finest Old Jamaica, Violet		
Capsule	12.100	
Good Leeward Island, \$1.50 per Gallon.		
LIQUEURS.		
Benedictine Maraschino		
Curacao Heering's Cherry Cordial		
Chateau de St. Siegfried's Angostura		
and		
PRICES ON APPLICATION.		

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
(Established A.D. 1841).
Hongkong, 4th February, 1892.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, etc., be addressed to the "Manager, Hongkong Telegraph," and not to the Editor.

Letters on Editorial matters sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for insertion in this paper not later than Three o'clock on the day before the date of insertion, and to be accompanied by the name and address of the advertiser, and to be accompanied by the name and address of the advertiser, and to be accompanied by the name and address of the advertiser.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisements. Terms can be learnt on application.

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TO SUBSCRIBERS.

The Hongkong Telegraph is published daily at 5:30 p.m. Subscribers to the printed edition who do not receive their copies before 6:30 will be obliged by once communicating with the Manager.

Subscribers to the Hongkong Telegraph are respectfully reminded that all subscriptions are payable in advance.

The Hongkong Telegraph.

HONGKONG, WEDNESDAY, JUNE 8, 1892.

OUR UNOFFICIAL MEMBERS.

Our unofficial members, or some of them, were distinctly in evidence at yesterday's meeting of the Legislative Council. The session was quietly finished, and decently buried, and we have no doubt that the honorable gentlemen on both sides of the House went their separate ways rejoicing. Dr. Ho Kai, whose voice might be heard much more frequently to the advantage of the public, was again a mere spectator, and our absent member, Mr. J. J. Kewin, is still in fair Japan, or somewhere; but Messrs. CHATER & WHITEHEAD rose to the occasion. The hon. member for the "Great Unpaid" exhibited good taste in acknowledging the Governor's semi-apologetic utterances for official shortcomings, but until Mr. CHATER either abandons or materially amends the ultra-diplomatic style he has so assiduously cultivated in his public criticisms of current events, he will never attain the success as a legislator nor become the popular representative of Hongkong's interests that was confidently predicted when he was first elected a member of Council, and which his unquestioned powers as a thorough man of business and as a debater of no ordinary capacity fully warranted. If Governor ROBINSON refused his consent to the proposed Commission of Enquiry into the vexed official salaries question because he was not prepared to admit that after a short experience of six months in Hongkong he was incompetent to deal with the matters in dispute—why didn't he say so at the time Mr. WHITEHEAD brought forward his motion, and thus save the vast amount of blither feeling that has been created and which will not easily be eradicated? His Excellency's refusal to sanction a Commission, supported only by Mr. O'BRIEN's reasons, which were outside the pale of sensible argument, was a diplomatic blunder, and the excuse now forthcoming at the eleventh hour to extenuate that blunder only aggravates the original mistake. It is true that Governor ROBINSON has only been here a few months and can have had no fair opportunity of making himself acquainted with the numerous questions left by the combined apathy and "cussedness" of his predecessor for his consideration and decision, and it is also true that his Excellency has been handicapped with the feeblest crowd of official advisers that the colony has ever known; but these facts, which the community frankly recognized and made ample allowance for, formed no justification for the absolute refusal to entertain a reasonable proposal made by the employers, the Hongkong taxpayers, to inquire into the wages paid to their servants, the members of the local Civil Service; and we cannot think that Sir WILLIAM ROBINSON has improved his position by his latest excuse, although his promise—for his remarks could have no other meaning—to act when time and opportunity were ripe is a valuable concession which ought to be highly appreciated, if for no other reason than the assurance that we have a Governor who, when he finds that he has made a mistake, or has been misled, or has acted hastily, has no compunction in making ample amends. But with all this, Mr. CHATER's reply to his Excellency would have been all the better appreciated by the public had it been more independent, with more effect given to the rights of the rate-payers than to the "smoothing over" process. The Governor was exceedingly complaisant, he spoke like a man who fully recognized and was gradually becoming acquainted with the difficulties of the existing situation, and we are not prepared to say that the senior unofficial member had not good grounds for so strictly adhering to the *maître à mot* principle, but that is not the general opinion, which is that, in view of the recent unwarranted use of numerical force by the official phalanx, the unofficial members should have continued a dignified and combined opposition.

The Radical member for the Chamber of Commerce has rarely spoken with so much effect as he did last night. He said very little, but it was to the point. With-out going into details, Mr. WHITEHEAD plainly intimated that when the Council next met still further amended ordinances would be required. Of course he referred to such childish abortions as *Amendments, No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100*.

As *Amendments, No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100*.

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Telegraph has consistently advocated for over ten long years, and asked Sir WILLIAM ROBINSON to obtain for Hongkong what Sir JOHN PEARCE HENNESSY obtained for Mauritius—a majority of unofficial members in the Legislative Council, elected by popular vote and not by Government nomination. And we venture to predict with great confidence that Sir WILLIAM ROBINSON, whose political experience has been both extensive and varied, will obtain this concession, which is a right, from the Colonial Office within the next two years. What is allowed as a right in Mauritius, British Honduras, Jamaica, the Leeward Islands, and other Crown Colonies, cannot fairly be denied to Hongkong, the most enlightened and important of them all, and it only requires a firm stand on the part of the community, in support of the Governor, to secure what has long been the colony's ambition—an independent legislature.

TELEGRAMS.

CHOLERA IN AFGHANISTAN.

SIMLA, May 16th.
News from Kabul states that over 5,500 deaths from cholera have occurred during the last ten days of April.

CALCUTTA, May 17th.

The outbreak of cholera in Kabul is so severe that all public business has been temporarily paralyzed. The Amir has retired to his summer residence in the Paghlan hills. Seven thousand deaths from cholera have occurred in the Punjab since the second week of April. Of these three thousand are reported from Bannu district. The disease was originally disseminated by the returning pilgrims from Hardwar, and a fresh outbreak occurred by the spread of cholera eastwards from Afghanistan.

BISMARCK AND THE KAISER.

LONDON, June 7th.

A rumour is current that a reconciliation has taken place between the Emperor of Germany and Prince Bismarck.

MR. BLAINE RESIGNS.

Mr. Blaine, Secretary of State for the United States of America, has resigned. His resignation, which was mainly due to personal friction, was promptly accepted by President Harrison. It is now almost certain that Mr. Blaine will be a candidate for the Presidency.

LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s steamer *Canton* left Shanghai yesterday, for this port.

THE P. & O. S. N. Co.'s steamer *Shanghai* left Bombay on the 4th inst., for this port.

A REGULAR meeting of St. John's Lodge, No. 618, S.C., will be held in Freemasons' Hall, Zealand Street, on Monday, the 13th inst., at 8.30 p.m. precisely. Visiting brethren are cordially invited.

THE Spanish consul has kindly forwarded for publication the following telegram received from Manila yesterday: "The depression in the China Sea is moving west from Luzon, and will pass south of Hainan."

AT the Magistrate's today an ingenious Celestial was sent into Paradise for six weeks because he had in his possession five base imitations of the "coin of her Majesty the Queen, to wit, 10 Mexican dollars," according to the charge sheet—none genuine without the trade mark.

YOKOHAMA streets have recently recalled the scenes of some three or four years ago, when the Peace Preservation Regulations were first promulgated, as numbers of the *zaimi* expelled from Tokyo have been perambulating the Settlement, attended by the usual squad of police.

THE Band of the 1st Shropshire Light Infantry will play the following programme at the Officers' Mess, Murray Barracks, this evening, commencing at the usual time:—

Overture, "The Star of England" (Percy).
Selection, "The Star of England" (Percy).
Selection, "The Star of England" (Percy).
Selection, "The Star of England" (Percy).

THE opium prosecutions still roll on. This morning one desperate villain *unlucky* arrived from some unearthly place in China where they actually don't know Hongkong law was fined \$50 for having some Macao farm opium in his possession; two others were fined \$25 each, and smaller fines were imposed in over half a dozen other cases.

Mr. John Falcon Calder, manager of the extensive Mitsui Bussan Kaisha and Engine Works at Nagasaki, died on the 2nd ult., at the age of 41. Mr. Calder was a native of Midlothian, and came out in 1857. He was successively manager of Boyd & Co.'s engineering works at Nagasaki, the Mitsui Bussan Kaisha at Yokohama, the Osaka Iron Works, and the Nagasaki dockyard. He was one of the founders and first Master of the Lodge Nagasaki of Freemasons, and was most highly respected by all who knew him.

ALL efforts having failed to settle the claim of the New Oriental Bank against the *Upton* steamship *Zambesi* on a mortgage of \$125,000, the vessel will be sold by the marshal of the Colonial Court of Admiralty on the 15th prox., her place on the trans-Pacific trade to Portland being taken by the *Palmas*, chartered by the *Upton* Co., which will leave here on Friday next. Seriously, we fear that the *Upton* line will expire before long, as except when his boats are actually in port the only advantage it ever seems to have is gratuitous. What price a steamer to America?

ALEXANDER FRASER, described as a "seaman," on the steamship *Thalia*, had a gaudy time down in Chinatown last night, painting things red and blue. It cost him \$5 in the Police Court today, for he had objected to a Sikh policeman interfering with him, and had knocked his two eyes into one. As Mr. Shakespeare used to say:—

"Two lovely black eyes!
Oh, what a surprise!
Only for telling a man he was drunk—
Two lovely black eyes!"

CAPT. R. H. ABBOTT, an old resident of Yokohama, well-known to many in the Far East, died on the 25th ult., over eighty years of age. He first came out to Japan in 1858 in command of a ship, mainly owned by himself, and continued since to be connected with shipping in one form or another. His name was brought prominently before the public in the *Canton* *Amendments*, No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

Six men of the American sailing schooner *Mattie T. Dyer* had a very unpleasant experience last month. Five boats left the ship on the 13th, for the "hookeries," but owing to a dense fog two of them, with three men in each, lost the ship, and spent four days and a half in the open sea, ultimately arriving at Kinkasan North Japan, after a rough and dangerous trip.

FROM an advertisement in a Kobe paper we note that the *Upton* line of steamers, connecting the Far East with the Union Pacific Railway at Portland, Oregon, is to be represented now by the *Palmas* and the *Macassar*, these two vessels being chartered to replace the *Zambesi*, which was mortgaged, and the *Batavia*, which is now chartered by the Northern Pacific Railway Steamship Company running to Tacoma, Washington. These two lines, with the Canadian Pacific and the San Francisco boats, will, it is anticipated, find plenty of work for all their steamers without having to cut rates, especially when the *World's Fair* is in full swing at Chicago, with which they all connect. It is expected that the Northern Pacific line will have some, if not all, of their new steamers running by that time, and if they can get quickly over the little difficulties inseparable from the inauguration of a new line, they should come in for a fair share of patronage.

THE principal piracies committed on foreign vessels in the China Sea since 1865 number nearly 100 in all. In 1868 the American brig *Luzon*, the British barque *Cassiope*, and the Danish ship *Carle*, in 1868 the German barque *Luzon*, in 1874 the British barque *Spark*, in 1878 the British steamer *Thetis* (lost), which was taken near Swatow, in 1879 the British barque *Ellenborough*, in 1880 the British steamer *Greyhound*, and in 1880 the British steamer *Namoo*. In addition to these, prizes were known to be on board the British steamer *Kwangtung* in 1878 and the police intended to capture them outside the Ly-e-mun Pass, but the desperadoes got wind of the danger and left the steamer before she sailed. Then twenty-two pirates were captured on board the steamer *Schockow* in Hongkong Harbour, but they were not punished owing to lack of evidence to prove that the arms and stink-pots found on board were their property. The British steamer *Bowen* when coming up from Singapore a few years ago also had a gang of pirates on board, but their designs were accidentally discovered and, being surprised by the officers of the ship, they were prevented from doing any harm. Junks, of course, have been pirate ships by the hundred.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Mr. Fielding Clark, Acting Chief Justice and a Special Jury.)
June 8th.

JESSEN V. STEVENS.

This case was resumed this morning, the parties being represented as before.

His Lordship said he thought that the defendant's claim on account of the captain's deviation from a proper course could not be dealt with in this action as affecting the question of breach of warranty, but must be raised, if at all, in a separate action. It could only affect this case in that if the captain were found to have deliberately gone out of his course, he might be therefore more likely to have deliberately kept the ship at slow speed. The defence that there was a sub-charter relieving the original charterer of responsibility had better be left out, as it was not a defence. The defence might be confined to a counterclaim for breach of warranty.

In reviewing points of fact, his Lordship and the learned counsel on both sides agreed that the jury could be left to decide whether the ship did or did not maintain her guaranteed speed from Hongkong to Macao; also from Macao to Honolulu, and thence to Salina Cruz; if not, was on account of fouling the *Casco*, or for any other cause.

His Lordship thought that the plaintiff was entitled to go to go to knots all the time; she did not, according to the evidence; and the plaintiff was liable unless he could throw the blame on the defendant.

Mr. Francis said that first, the plaintiff did not admit guaranteeing, and in any case, even if that was held against him, it was only a guarantee of ability to make such speed, not that she actually would make such speed. He further asked whether his Lordship would take a verdict from the jury attributing the loss of speed entirely to the Captain's wilful misconduct, since he had not been examined directly on that point.

His Lordship thought that could be referred to the Registrar. Proceeding to the counterclaim of the defendant, \$35,000 for breach of warranty, his Lordship said he could not understand one part of the defence—damages on account of plaintiff's servant, the captain, falling to report the necessity for docking at a proper time, early enough. This might be ground for a separate action for damages, but had nothing to do with the warranty. It was curious that the defence having asserted that the ship's speed was less than was guaranteed and having been met by the explanation of fouling, first said there was no fouling, and secondly claimed damages for not promptly reporting the fouling before the ship left.

Mr. Robinson then addressed the jury at great length on the facts of the case. Mr. Francis followed, also at some length. His Lordship was summing up when we went to press.

THE HONGKONG AND SHANGHAI BANK.

AN OPEN LETTER.

To the Directors of the Hongkong and Shanghai Banking Corporation, Limited.

Gentlemen:—A famous French author once wrote that the fear of hypocrites and fools was the great plague of thinking and writing. As this letter is intended to be read by an interested public, which must include a fair sprinkling of hypocrites and fools in about equal proportions, it is only necessary for me to say by way of introduction that any fear of these and other similar parasites influences me not at all. I have a few more or less pertinent observations to make, and questions to ask you, the business of the Hongkong and Shanghai Bank, of which institution I have been a shareholder for many years, and I intend making those observations, and asking those questions in the plainest of plain English, with no desire to give personal offence, but simply to elicit much needed information. Very truly, yours, (On the 26th of February 1892.)

you presented with a fanfare and flourish of trumpets your fifty-first report and balance sheet, showing a profit for the half-year ending 31st December, 1890, of \$1,567,440, and for the whole year a profit of \$2,676,073. After paying a dividend of two pounds ten shillings per share in August, you wound up by paying a further dividend of three pounds in February, making five pounds ten shillings for the year, besides placing \$500,000 to the Reserve Fund and distributing some ten thousand pounds as a bonus amongst the members of your staff. Gentlemen, I need not say I congratulated you most heartily upon such a brilliant result of the year's working! It was exactly what I had predicted many years before, that the time would come when you would pay five pounds per share, and I felt proud of Hongkong, of its great local banking institution, and of the men who had made my sanguine prediction an accomplished fact. May I now venture to enquire how much of that money was actually earned? The question is a fair one, as you will doubtless readily admit! Six short months afterwards you wrote off \$1,200,000 from Reserve, so that the \$2,676,073 paid away in dividends in 1890 ought to have been cut down more than one half. If things had been managed according to universally recognized business methods, shareholders, instead of receiving five pounds per share for the year, would have put up smilingly with two pounds ten. But that sound policy, gentlemen, would not perhaps have suited your book! Will you therefore explain? Are you knaves or only fools of the common or garden type?

It is possible to run a bank that you cannot estimate its profits for a year's operations within one million and a quarter of dollars of actual results? If it is, I am sure you know it is not, then you are—Three lines of business raising libels have to be omitted here.—Ed. In past years our Bank was run on fairly sound and economic principles. It had its reserves, of a temporary character for the most part, and easily recovered from, as in 1874, when you passed the dividend and wrote \$225,000 from Reserve to meet it. Again in 1886 when you transferred \$500,000 from Reserve, and in 1887 when you transferred \$600,000, but nothing in these later years, as in 1874, about paying dividends, which would have commended itself to me as the sounder plan. From 1880 to 1883 you had a marked period of prosperity under Mr. T. Jackson's management, and again from 1888 to 1890, and I could almost believe in Mr. Jackson's ability and foresight as a banker were it not that the house of cards so industriously reared under his personal supervision has always mysteriously collapsed in his absence, and his successors have taken very good care to let it publicly know that they were not to be blamed for the collapse. Then who has been to blame? I will tell you, gentlemen; it is your system which has been at fault.

Armed for the fray, and when occasion demands, sparing neither measures nor men, I yet hate being unnecessarily personal ("Sooty James" and "Toad," kindly make a note of this), and will merely say of the auditors, appointed by the Directors, not, be it noted, by the shareholders, who sign statements of account hashed up year after year as a convenience requires, that they are feeble creatures, who do their feeble best, for their feeble fees. You have now, gentlemen, an opportunity of reversing the old order of things in this direction, for death has removed one of your

the year the carriage of tea from Canton has been a great measure being transferred from steamers to junks, to the obvious loss of the steamers and advantage of the junk-owners, but presumably also to the benefit of the tea trade itself, which will naturally follow the line of least resistance, that is, the line on which the taxes and charges are the lightest.

Again, less opium, to the value of over Tls. 150,000, entered through Kowloon in 1891 than in 1890, but this falling-off was more than counterbalanced by the increased importations by steamer.

Keeping the above facts in view regarding rice, kerosene and opium the trade in which actually increased through the share in it taken by the Kowloon Customs fell off, greatly a considerable decline in the Kowloon figures is to be looked for, and such has been the case. The total value of the trade which in 1890 was Tls. 38,997,130 declined in 1891 to Tls. 35,482,258 (say, \$51,322,497), a falling off of over 2 million taels. But if we have out of account in both years the articles dealt with above, trade in which was only transferred to other channels, the value of the remaining commodities imported and exported was in 1890 Tls. 25,937,607, and in 1891 Tls. 27,988,166—an increase of over 2 million taels, or say, 8 per cent. It is right, however, to add that one half of this increase is due to the article of tea alone, the carriage of which, as stated above, was a great extent transferred to junks by action analogous to that which had been taken with kerosene, opium, and tea continued to be carried by junks through Kowloon in the same proportions, as compared with Canton and Lappa, in 1891 as in 1890, the value of the Kowloon trade for the former year would have been fully 40 million taels.

2.—REVENUE.—The total collection for the year (Tls. 609,758 including Grains Tax) only exceeded that of 1890 by some Tls. 8,000, but that there is an excess at all is due to the *Ching-yet* which is collected mainly on kerosene, and is looked upon as only a temporary and special tax levied for the construction of forts and the provision of guns for the defence of the coast, and is to be discontinued as soon as these wants are supplied. Without this addition to the Revenue the collection would have shown a heavy falling-off due, as regards its largest item, to the diminished import of opium which contributed some Tls. 4,000 less to the Revenue through this office than in 1890.

At the Treaty Ports the amount of Revenue collected varies with and is a fair measure of the volume of the trade. It is not so at this office, for the reason that goods going to Canton pass our Stations free and pay duty on arrival at their destination, while goods for other places pay duty at the Kowloon Stations. Similarly, Exports from Canton, and from some other places, pay at the place of shipment and pass Kowloon free. So, as regards Likit, all goods entering pay their full Likit at Kowloon, but the case of Exports is half Likit at the place of shipment and the other half at Kowloon. Now, at over 60 per cent. of the whole Imports and Exports go to or come from Canton it is evident that if all the duties and duties leviable on all goods were collected at Kowloon, the Revenue Table of this Office would probably be doubled in volume. It is worth noting that the portion collected at Kowloon of the rice and duties of all kinds leviable is only 1.25 per cent. of the value of the goods carried, and assuming that as much more is levied at the place of discharge and shipment, the total 3.44 per cent. cannot be regarded as a heavy tax on the junk trade with Hongkong.

3.—FOREIGN TRADE.—(a) Imports.—The total value of the Foreign goods imported declined from Tls. 17,950,000 odd in 1890 to Tls. 13,297,000 in 1891. But this falling-off is more than accounted for by the diminished importations through Kowloon of rice, kerosene, and opium as explained above. Putting these articles aside, there has been a trifling net increase of Tls. 400,000 in the remaining commodities enumerated. The articles which show a noticeable increase are, amongst cotton piece goods, shirtings, white, grey and dyed, chintzes and what in the trade are called cotton Italian. On the other hand 7-Cloths, drills and Cambrics have fallen off. Of the total value of the cotton piece goods of all kinds imported white shirtings alone represent nearly the half, and the quantity imported (46,000 pieces) was more than double what it was in 1890. Indian cotton yarn advanced from Tls. 5,000 nearly in 1890 to over Tls. 13,000 in 1891, and these figures though still considerably below those of 1889 and 1888 probably indicate a genuine increase in consumption as, though this article, like kerosene, has been to some extent the sport of the first changes of the taxing authorities of the province there has also been an increase in the year of over 50 per cent. on the importation by steamer into Canton. English yarn only figures for Tls. 279, as against Tls. 608 in the previous year. Woolen goods have advanced slightly, as have also the majority of the metals. Amongst the latter the most noticeable increase has been in lead which advanced from Tls. 4,070 odd in 1890 to nearly Tls. 22,000 in 1891. No article shows any considerable decline except, as already explained, rice, kerosene and opium, and the following table illustrates what has been and registered these commodities in this and the first paragraph above:—

IMPORTED	1888	1889	1890	1891
To Canton by Steamer	1,431,777	1,579,137	1,519,949	1,404,584
Through Kowloon	6,100,000	5,700,000	5,700,000	4,650,717
Through Lappa by Junk	5,729	5,719	11,111	11,519
Total	7,537,506	7,294,856	7,231,968	6,066,820

IMPORTED	1888	1889	1890	1891
By Junk through Kowloon	1,519,115	1,519,115	1,519,115	1,519,115
By Steamer to Canton	8,435	8,435	15,100	15,100
Total	1,527,550	1,527,550	1,534,215	1,534,215

IMPORTED	1888	1889	1890	1891
At Canton, at Kowloon, at Lappa, Total	1,527,550	1,527,550	1,534,215	1,534,215

(b) Exports.—The total value of the goods exported (entirely to Hongkong) was Tls. 7,016,920 as against Tls. 14,842,600 in 1890, or an increase of a million taels. As already explained, half this advance is due to one article, tea, the carriage of which was transferred to large extent from steamers to junks during the year. That this improvement in the Kowloon figures has not, however, taken place wholly at the expense of Canton is shown by the fact that while the increase in the export of tea by junk has been over Tls. 57,000 the falling off in the export by steamer at Canton has been under Tls. 38,000. There has been therefore an independent increase at Kowloon of Tls. 290,000, or a value of about Tls. 370,000. Raw silk shows an advance of over 25 per cent., the export having been Tls. 4,424,000 in 1891 as against Tls. 3,570,000 in 1890. Silk piece goods have also increased, though to a less extent, and the same may be said of sugar, brown and white, and of tobacco, if it is prepared. No article of importance seems to have seriously declined, interference in diverting the trade, an examination of the figures of the last four years shows

that the export trade to Hongkong by junk is steadily growing. Of the total exports about 50 per cent. came from Canton itself. Chantun, a large port to the south of Canton, follows at a long interval with about 13 per cent. Next comes Swatow which sent down goods by junk to the value of nearly a million taels (58 per cent). Kowloon to the west of Macao stands next on the list with Tls. 680,000 (4 per cent), followed by Taiping. In the Tungkong District, for 3 per cent, Hoi An for 2 per cent and Kowloon, Shikung and Sason for, say, 1 per cent each. As many as 61 places are enumerated in the table as having supplied between them the remaining 12 per cent.

(c) Re-exports.—(a) Original Shipments.—(b) Re-shipments.—(c) Re-shipments.—(d) Re-shipments.

(a) Original Shipments.—(b) Re-shipments.—(c) Re-shipments.—(d) Re-shipments.

(b) Re-shipments.—(c) Re-shipments.—(d) Re-shipments.

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Commercial.

LATEST QUOTATIONS

Hongkong and Shanghai Bank—110 per cent. prem., buyers.	
The National Bank of China, Ltd.—on £5.00 paid up—264 per cent. dis., sellers.	
The National Bank of China, Ltd.—Founders' shares, \$220 per share, buyers.	
The Bank of China, Japan & the Straits, Ltd.—\$51 per share, sales and buyers.	
The Bank of China, Japan & the Straits, Ltd.—Founders' shares, \$27 per share, buyers.	
Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.	
Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.	
Chinese Imperial Loan of 1886 E—14 per cent. premium.	
Union Insurance Society of Canton—\$88 per share, sellers.	
China Traders' Insurance Company—\$59 per share, buyers.	
North China Insurance—Tis. 235 per share, ex. div., sellers.	
Canton Insurance Company, Limited—\$97 per share, buyers.	
Yangtze Insurance Association—\$102, buyers.	
On Tai Insurance Company, Limited—Tis. 150 per share.	
Hongkong Fire Insurance Company—\$570 per share, sellers.	
China Fire Insurance Company—\$83 per share, sellers.	
Hongkong, Canton, and Macao Steamboat Co.—\$31 per share, sales and sellers.	
China and Manila Steam Ship Company—27 per share, buyers.	
Indo-China Steam Navigation Company, Limited—30 per cent. discount, sellers.	
Douglas Steamship Company—\$37 per share, buyers.	
The Steam Launch Co., Limited—nominal.	
Hongkong and Whampoa Dock Company—\$78 per cent. premium, buyers.	
Geo. Fenwick & Co., Limited—\$144 per share, sellers.	
Hongkong Hotel Company—\$27 per share, sales and sellers.	
Hongkong Hotel Co.'s Six per cent. Debentures—\$501.	
The Austin Arms Hotel and Building Company, Limited—\$7 per share, sellers.	
The Shamen Hotel Co., Limited—\$70 per share, sellers.	
Panjin and Sunghie Dua Samantian Mining Co.—50 cents per share, buyers.	
The Raub Gold Mining Co., Limited—50 cents per share, sales and sellers.	
Imuri Mining Co., Limited—80 cents per share, buyers.	
The Balmoral Gold Mining Co., Limited—nominal.	
Tongkwa Coal Mining Co.—\$185 per share, buyers.	
The Jobah Mining and Trading Co., Limited—\$58 per share, sales and sellers.	
The Selat Tin Mining Co., Limited—10 cents per share, sellers.	
London and Pacific Petroleum Co., Ltd.—£5 sellers.	
China Sugar Refining Company, Limited—\$130 per share, sellers.	
Lusong Sugar Refining Company, Limited—\$30 per share, buyers.	
A. S. Watson & Co., Limited—\$16 per share, sellers.	
Cruickshank & Co., Limited—\$10 per share, buyers.	
Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.	
The Kowloon Land Investment Co., Limited—\$8 per share, sellers.	
The Hongkong Land Investment Co., Limited—\$18 per share, sales and sellers.	
The West Point Buildings Co., Limited—\$22 per share, sellers.	
H. C. Brown & Co., Limited—\$15 per share, sellers.	
Hongkong and Kowloon Wharf and Godown Company—\$50 per share, sellers.	
Hongkong Rope Manufacturing Company, Limited—\$95 per share, buyers.	
Hongkong Gas Company—\$120 per share, nominal.	
Hongkong Ice Company—\$68 per share, sales and sellers.	
Hongkong and China Bakery Company, Limited—\$66 per share, sellers.	
The Hongkong Brick and Cement Co., Limited—\$10 per share, nominal.	
The Green Island Cement Co.—\$3 per share, sellers.	
The Hongkong Electric Light Co., Limited—\$34 per share, buyers.	
The Hongkong Steam Laundry Co., Limited—\$15 per share, nominal.	
The Hongkong High-Level Tramway Co., Limited—\$50 per share, sellers.	

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. J. G. H. Amherst.	Mr. James Mitchell.
Mr. L. Bouquet.	Rev. J. M. Morton, B.A.
Mr. & Mrs. B. Bowden.	Capt. Palmer.
Rev. A. B. Bitten.	Mr. V. Perkins.
Mr. Chaudet.	Mr. J. Ruben.
Mr. S. N. Cohen.	Mr. E. B. Savage.
Mr. Corbett.	Mr. H. R. Shaw.
Mr. J. S. Hervas.	Mr. F. E. Sheen.
Mr. L. Knapp.	Mr. J. M. Speer.
Mr. Morgan.	Mr. W. T. Tamm.
Mr. T. Mitchell.	Capt. Tillet.
	Mr. F. Vogel.

CHINA COAST METEOROLOGICAL REGISTER.

STATION.	Wind.	Temp.	Bar.	Humid.	Clouds.	Sea.	Remarks.
Wanchow.
Yokohama.
Shanghai.
Amoy.
Swatow.
Canton.
Hankow.
Peking.
Tientsin.
Harbin.
Manchuria.
Inner Mongolia.
Outer Mongolia.
Altai.
Kashgar.
Lhasa.
Yokohama.
Shanghai.
Amoy.
Swatow.
Canton.
Hankow.
Peking.
Tientsin.
Harbin.
Manchuria.
Inner Mongolia.
Outer Mongolia.
Altai.
Kashgar.
Lhasa.

Shipping.

STATION.	Wind.	Temp.	Bar.	Humid.	Clouds.	Sea.	Remarks.
Wanchow.
Yokohama.
Shanghai.
Amoy.
Swatow.
Canton.
Hankow.
Peking.
Tientsin.
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Kashgar.
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Manchuria.
Inner Mongolia.
Outer Mongolia.
Altai.
Kashgar.
Lhasa.

Shipping.

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Outer Mongolia.
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Lhasa.

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STATION.	Wind.	Temp.	Bar.	Humid.	Clouds.	Sea.	Remarks.
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STATION.	Wind.	Temp.	Bar.	Humid.	Clouds.	Sea.	Remarks.
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Inner Mongolia.
Outer Mongolia.
Altai.
Kashgar.
Lhasa.

Shipping.

25th, General.—Ladine, Matheson & Co.
 N. JUAN, Spanish steamer, 654, R. Beltrán.
 27th May.—Manila 21st May, General.—
 Brandão & Co.
 PRESS OF CHINA, British steamer, 6690.
 R. Archibald, 6th June.—Vancouver, 12th
 May, *via* Yokohama, and Shanghai, and
 May, Mails and General.—Dodwell, Carill
 & Co.
 HERALD, British steamer, 666, G. A. Taylor.
 6th June.—Manila 2nd June, General.—
 Shewan & Co.
 GENERAL WERDER, German steamer, 3,026, P.
 Blanke, 21st May.—Yokohama 20th May.